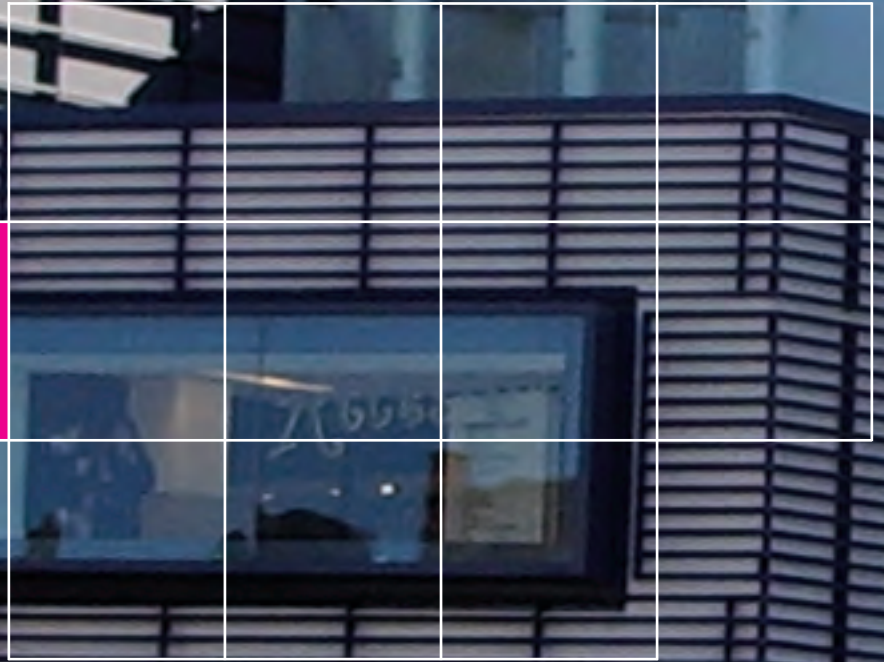
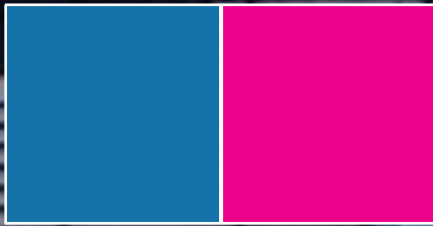


# 7.0 Strategy Implementation



## 7.0 Strategy Implementation

### 7.1 Introduction

The programme and implementation of a multi-disciplinary Strategy, which applies across the administrative boundaries of three local authorities, requires the careful coordination of both land use and economic and infrastructure provision.

This section makes recommendations on how the Strategy can influence decision makers in public and private sectors, so as to encourage sustainable integration between the natural and built environment, transportation, economy and infrastructure provision. It aims to encourage and develop broader thinking of what makes good towns, what attracts people to live work and visit them, and how to move around them.

The final judgment on the success of this Strategy will lie in the capacity of the public and private sectors to implement its recommendations. This in turn is closely related to the capacity for key projects to attract financial support, be it from public or private sectors.

### 7.2 Strategy Programme

The tasks identified previously in this report are set out in the table at the end of this section. This summarises the key tasks identified in both the Land Use and Transportation Strategy and has particular regard to the Phasing Programme outlined in Chapter 6. Transport, services and social infrastructure requirements are correlated against the four periods of the Strategy.

The neighbourhood principle is fundamental to the phasing of the Strategy. Where greenfield town expansion is planned, each phase of development should create a sustainable neighbourhood, with appropriate social and physical infrastructure before further phases are implemented, and not rely upon the completion of subsequent phases in order to reach a satisfactory provision. There also exists a social infrastructure deficit in many parts of the Study Area, and constructive solutions to this problem are required before subsequent phases are allowed to proceed. To ensure flexibility, the proposed phasing schedule is aimed to be sequential rather than time-specific.

### 7.3 Central Government Finance

The delivery of major infrastructural projects requires the combined application and determination of public and private investment. The Department of Environment Heritage and Local Government plays a key role in realising these projects. Whether through formal Public Private Sector Partnerships, Development Levies,

Transport Infrastructure or Sanitary Services investment, the Government's sponsorship of key schemes is vital in creating the confidence for private sector investment to follow. This Strategy plays a vital role in demonstrating to all strategic partners, the benefits of establishing a long-term plan based on the principles of proper planning and development, that represents good value for money for the exchequer.

### 7.4 Developer Contributions

In order to secure the necessary facilities and services along with public transport provision to ensure that areas are developed in an integrated and sustainable manner, the local authorities will seek benefits for the community from planning permissions via development contributions. The implementation table (Table 7.1 overleaf) highlights the necessary social infrastructure for each phase of delivery, which must be addressed by developers.

### 7.5 Development Contribution Scheme

Sections 48/ 49 of the Planning and Development Act 2000 provides the basis for securing development contributions for public infrastructure.

The Development Contribution Scheme will set out the basis for the determination of contributions and the payments required in respect of different classes of development. In addition to the Development Contribution Scheme, the Council may require the payment of a Special Contribution where specific exceptional costs not covered by the Scheme are incurred in respect of public infrastructure that benefits proposed development.

In addition, under Section 49 of the Act, the Council can also apply a Supplementary Development Contribution Scheme as a condition to a planning permission where the public infrastructure benefits the development to which the permission relates.

The Development Contribution Schemes for the 3 Local Authorities should be reviewed in light of the Strategy at the first opportunity.

### 7.6 Marketing

The image that a town or city projects has become an important consideration in private sector investment decisions. The Strategy has highlighted that the relationship of the river, the heritage and urban quality of the town centre, the close proximity and relationship with the cultural, archeological, historical and environmental

attractions of the Boyne Valley on one side and the estuary and coastline on the other represent a package that can be readily marketed. Set alongside good motorway access, proximity to the airport and mainline/commuter rail, Drogheda has the potential to attract investment.

The Strategy is a clear statement of confidence to demonstrate to all interested parties that the environment will be protected, amenities enhanced, quality of place improved, and social facilities provided. It is recommended that the local authorities gain ownership of the image of place, and influence all marketing and publicity regarding the Study Area.

A marketing strategy should be developed to sell the town and its facilities - industrial land bank, labour pool, accessibility, infrastructure, amenities and local cost base - in a focussed way to potential employers, especially existing Dublin-based.

### 7.7 Management and Monitoring

The management and overseeing of the implementation of the Strategy is crucial to its success. As the greater area of Drogheda develops so too should the Strategy. Decisions about when to implement certain parts of the Strategy may be better made over the course of the study period based on the level and pace of development.

#### Drogheda 2024

It is suggested that a Drogheda 2024 Steering Committee be established from amongst the three local authorities. The Steering Committee is not required to have a formal statutory role. Rather, the intention is for it to act as the forum for high level co-operation and co-ordination amongst the three local authorities. The Steering Committee would be the focal point for inter-authority initiatives such as marketing under a single banner and for ensuring that the policy and planning decisions of the three local authorities are co-ordinated. The Committee may also need to decide on variations to the Strategy in the light of changes in circumstances over time.

It is recommended that the Committee be comprised of elected members and senior management and professional personnel from the three local authorities, with assistance either directly or as a related advisory group from representatives from relevant government department, statutory agencies and main businesses/employers.

The Steering Committee will monitor and oversee the implementation of the various elements of the Strategy, to ensure that the plan is implemented successfully. It is recommended that a monitoring and review report be published every three years throughout the life of the Strategy.

The Steering Committee will avail of established local authority resources (such as appointed economic development officers), to drive and coordinate the above, to establish and maintain links with firms and other key stakeholders (IDA, ESB, etc.), and to act as a point of contact, information source and “one stop shop” for all interested parties.



View from St Mary's Bridge

**Table 7.1** Proposed Infrastructure Provision for Drogheda and Environs (D&E) and East Meath North (EMN) in line with projected population

Period 1 to 2008	Period 2 to 2014	Period 3 to 2020	Period 4 to 2024
<b>Community Services (indicative)</b>			
<ul style="list-style-type: none"> <li>Outdoor 'playing' space: 9.6ha (D&amp;E) and 6.24ha (EMN)</li> <li>2 Primary Schools (1 D&amp;E and 1 EMN)</li> <li>2 Doctor's Surgery (1 D&amp;E and 1 EMN)</li> <li>3 Corner Shops (2 D&amp;E and 1 EMN)</li> </ul>	<ul style="list-style-type: none"> <li>Outdoor 'playing' space: 28.08 ha (D&amp;E) and 12 ha (EMN)</li> <li>4 Primary Schools (3 D&amp;E and 1 EMN)</li> <li>2 Post-Primary Schools (1 D&amp;E and 1 EMN)</li> <li>7 Doctor's Surgery (5 D&amp;E and 2 EMN)</li> <li>1 Indoor Pool (D&amp;E) 3 Public Houses (2 D&amp;E and 1 EMN)</li> <li>8 Corner Shops (6 D&amp;E and 2 EMN)</li> <li>3 Local Shopping Areas (2 D&amp;E and 1 EMN)</li> <li>3 Community Centres (2 D&amp;E and 1 EMN)</li> <li>1 Library</li> <li>also: Post Offices, Churches and Youth Clubs</li> </ul>	<ul style="list-style-type: none"> <li>Outdoor 'playing' space: 26.4 ha (D&amp;E) and 10.8 ha (EMN)</li> <li>4 Primary Schools (3 D&amp;E and 1 EMN)</li> <li>1 Post-Primary School (D&amp;E)</li> <li>7 Doctor's Surgery (5 D&amp;E and 2 EMN)</li> <li>3 Public Houses (2 D&amp;E and 1 EMN)</li> <li>8 Corner Shops (6 D&amp;E and 2 EMN)</li> <li>2 Local Shopping Areas (D&amp;E)</li> <li>1 Community Centre (D&amp;E)</li> <li>1 Library</li> <li>1 Sports Centre</li> <li>1 Golf Course</li> <li>also: additional Post Offices, Churches and Youth Clubs</li> </ul>	<ul style="list-style-type: none"> <li>Outdoor 'playing' space: 13.2 ha (D&amp;E) and 6 ha (EMN)</li> <li>2 Primary Schools (1 D&amp;E and 1 EMN)</li> <li>2 Post-Primary Schools (1 D&amp;E and 1 EMN)</li> <li>3 Doctor's Surgery (2 D&amp;E and 1 EMN)</li> <li>1 Public Houses (D&amp;E)</li> <li>3 Corner Shops (2 D&amp;E and 1 EMN)</li> <li>2 Local Shopping Areas (1 D&amp;E and 1 EMN)</li> <li>2 Community Centre (1 D&amp;E and 1 EMN)</li> <li>also: additional Post Offices, Churches and Youth Clubs</li> </ul>
<b>Infrastructure Services</b>			
<p><b>Water</b></p> <ul style="list-style-type: none"> <li>Trial well drilling / groundwater exploration</li> <li>Emergency works for increased abstraction from the River Boyne</li> <li>Site Investigation Contract &amp; Production well drilling</li> <li>New 7.4 MI/d groundwater source &amp; new 4.5 MI Reservoir at Donore</li> <li>New 5 MI/d groundwater source and 5 MI storage at Kiltrough</li> <li>Staleen WTW &amp; Roughgrange Abstraction Refurbishment &amp; Staleen WTW to North Drogheda trunk and West delivery mains</li> <li>Kiltrough Tower to Julianstown, Gormanstown and Balloy Reservoir Distribution Mains</li> <li>Kiltrough Tower to South Drogheda Distribution Main</li> <li>Water Conservation and Leakage Detection Programme</li> </ul> <p><b>Sewage</b></p> <ul style="list-style-type: none"> <li>Lagavoreen WWTW upgrade from 67,000 PE to 101,400 PE</li> <li>North &amp; South Trunk Sewers</li> </ul> <p><b>Stormwater Drainage &amp; Flooding</b></p> <ul style="list-style-type: none"> <li>Stream Improvement Works to be carried out to Ushers &amp; Beaulieu Streams</li> <li>Diversion pipeline for the Beaulieu Stream</li> <li>Implementation of SUDS for all development</li> <li>The retention of designated flood plain for the Ushers Catchment</li> </ul>	<p><b>Water</b></p> <ul style="list-style-type: none"> <li>Site Investigation Contract &amp; Production well drilling</li> <li>Kiltrough groundwater source upgrade from 5 MI/day to 10 MI/day &amp; additional storage from 5MI to 10 MI</li> <li>Killineer reservoir (7.1 MI) including North Drogheda to Killineer Reservoir Trunk Mains and North Drogheda Delivery Main</li> <li>Abandon Barnattin-Killineer/Rosehall source in 2008</li> <li>Continued Water Conservation and Leakage Detection Programme</li> </ul> <p><b>Sewage</b></p> <ul style="list-style-type: none"> <li>Investigate possibility of locating WWTW in East Meath to treat East Meath coastal loads.</li> <li>Lagavoreen WWTW upgrade from 101,400 PE to 150,000 PE</li> </ul> <p><b>Stormwater Drainage &amp; Flooding</b></p> <ul style="list-style-type: none"> <li>Implementation of SUDS for all development</li> </ul>	<p><b>Water</b></p> <ul style="list-style-type: none"> <li>Site Investigation Contract &amp; Production well drilling</li> <li>Kiltrough groundwater source upgrade from 10 MI/day to 15 MI/day &amp; additional storage from 10 MI to 14MI</li> <li>Kiltrough groundwater source upgrade from 15 MI/day to 19.1 MI/day</li> <li>North Drogheda East delivery mains</li> <li>Kiltrough WSA Supply from Roughgrange/Staleen ceased in 2014</li> <li>Continued Water Conservation and Leakage Detection Programme</li> </ul> <p><b>Stormwater Drainage &amp; Flooding</b></p> <ul style="list-style-type: none"> <li>Implementation of SUDS for all development</li> </ul>	<p><b>Water</b></p> <ul style="list-style-type: none"> <li>Continued Water Conservation and Leakage Detection Programme</li> </ul> <p><b>Stormwater Drainage &amp; Flooding</b></p> <ul style="list-style-type: none"> <li>Implementation of SUDS for all development</li> </ul>
<b>Transport Infrastructure</b>			
<ul style="list-style-type: none"> <li>Implementation of a Town Centre Traffic Management Scheme</li> <li>Start up of provision of a pedestrian, cycle and bus only bridge link</li> <li>Interim Northern Environs Park and Ride Service</li> <li>Start up of Northern Environs Port Access Route</li> </ul>	<ul style="list-style-type: none"> <li>Donore Road Park and Ride Service inc. 500 space carpark</li> <li>Additional Western Bridge Crossing</li> <li>Completion of Northern Environs Port Access Road</li> <li>Start-up of M1-N1 Link Road (Southern Environs)</li> <li>Investigation of feasibility of Northern Environs Rail Station</li> </ul>	<ul style="list-style-type: none"> <li>Completion of M1-N1 Link Road (Southern Environs)</li> <li>Donore Road Corridor Capacity Improvements</li> <li>Provision of Northern Environs Rail Station (depending on feasibility assessment)</li> </ul>	<ul style="list-style-type: none"> <li>Provision of Northern Environs Rail Station (depending on feasibility assessment)</li> </ul>

Source: Department of Education, Barton et al (2000) 'Sustainable Communities', the National Playing Fields Association (UK), Sports Council (UK), Regional Sports Council (UK).

**Note:** Provision for primary and secondary schools given in the table was obtained from the Department of Education. Children of school-going age are calculated by the Department of Education as 11.3% of the population for Primary level and 8.5% of the population for Post-Primary level. Classroom Size is calculated at 25 pupils per class. Classrooms per school can range from between 16 to 24 (approximately).



View from the banks of the Boyne



View from De Lacey Bridge

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**RPS Planning & Environment**

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Stock **CB Matt 170 Gsm**  
Printed Case on CB Silk 150 Gsm  
Inside pages on CB Matt 170 Gsm  
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